

The Flivver Flash

The Official Newsletter of the Space City T's - Houston, TX

Henry Ford: The Coal Mines and Beyond

by Debbie Marino

The Ford Motor Company was founded by Henry Ford on June 16, 1903. Henry, having grown up on a farm near Dearborn, Michigan, spent much of his youth doing farm chores when not attending a one-room school. It seems natural that this famous innovator with an agricultural past would seek efficiency in that area as well. By 1907, he had completed a prototype tractor referred to as an "automobile plow", which used actual parts from the Ford line of automobiles to save on costs. However, it would take almost a decade before the first commercial model, the Fordson Model F, would roll off production lines. During that timeframe, Henry saw that the directors at the Ford Motor Company were unwilling to produce a tractor, so he set up an independent company, Henry Ford and Son. (While the Fordson name remained, Henry Ford and Son was rolled into the Ford Motor Company when Ford gained control of the company in 1920.) <https://irishamerica.com/2004/02/a-tale-of-two-henrys-their-tractors/>

For more Space City T's of Houston info:

Website: www.spacecityts.org

Email: ModelT@spacecityts.org

It was Henry Ford's great desire for expansion that led to the Michigan State Circuit Court's December 1917 ruling, and subsequent appeal in 1919 with the Michigan Superior Court upholding the judgment, of Dodge v. Ford, where it was determined that "a business corporation is organized and carried on primarily for the profit of the stockholders". The Dodge brothers had previously been granted 10% of the Ford Motor Company stock after canceling a debt Ford had with them, and when Ford decided to stop paying inventors dividends to reinvest money in the River Rouge plant and other expansion, the brothers initiated a lawsuit for \$39 million dollars against Ford to be distributed to stockholders and won. Ford was unhappy with the court's decision interfering in the management of the company, so he sought a way to buy out all its minority shareholders.

In December of 1918, Henry Ford then resigned as president of the Ford Motor Company, with son Edsel Ford succeeding him in the role. In

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March of 1919, he then announced that the new company, Henry Ford and Son, already wholly owned by the Ford family for the tractor business, would build an even better car than the Model T. The ruse worked, and worried investors ended up selling their holdings back to Ford. Through bankers and brokers, the stock purchase deal was completed by July of 1919. Ford even bought the shares of John and Horace Dodge for \$25 million. With Henry Ford maintaining his original 58% of the company stock, the Ford Motor Company was reincorporated in the state of Delaware, with complete ownership back to Ford and other family members (it would not be until 1956 that the company would sell stock to the public). <https://www.autonews.com/article/20030616/SUB/306160722/henry-was-angry-partners-had-to-get-out>

It wasn't just expansion and increased production that interested Henry Ford. The shortages and price increases of World War I had proved to him a need to be completely self-sufficient. With increased production, it became unfeasible to coordinate suppliers' shipments for each product to arrive at the correct time needed for assembly. Ford originally accumulated large inventories to prevent assembly line delays, but stockpiling used up capital, and he became convinced that the company should make its own parts. Vertical integration thus became the main business approach of Ford's empire, which would amass a railroad company, 700,000 acres of timber, a sawmill, a fleet of Great Lakes freighters, a glassworks, hydroelectric plants, limestone quarries, iron ore, silica, and 16 coal mine sites, among other things. <https://www.britannica.com/biography/Henry-Ford/Control-of-the-company> <https://www.thehenryford.org/visit/ford-rouge-factory-tour/history-and-timeline/fords-rouge/>

In order to accomplish his goal of self-sufficiency, Henry Ford's first move was the expansion of the Rouge Plant into an enormous

steel smelting complex. Coal was necessary to power the production plants for the steel to build cars, and in July of 1920, Henry Ford paid \$1.5 million in cash for the Banner Fork Coal Company's mines in an unincorporated community called Kentenia in Harlan County, Kentucky, on Wallins Creek. The Banner Fork Company was one of three mining operations on Wallins Creek, including Creech Coal Company and Kentucky King Coal Company, the latter purchased in June 1920 by the Commonwealth Power, Railway & Light Company. An original newspaper article in [*The Advocate-Messenger \(Danville, Kentucky\)* on July 12, 1920](#) of the sale can be viewed online. Acquiring additional coal companies in Kentucky, Pennsylvania, and West Virginia, Ford sought to reduce labor, time, and material through backward vertical integration by acquiring suppliers' businesses to gain control of the raw materials he needed.

Along that same vein, he would also need a way to transport the coal in these areas back to the Rouge Plant. In July 1920, he purchased the over 400-mile long Detroit, Toledo & Ironton Railroad for \$5 million. To note, it was not the Ford Motor Company, but instead, Henry, Clara, and Edsel Ford whom ownership was assigned, although Clara and Edsel were not actively involved with the railroad's operation. (Clara: Mrs. Henry Ford by Ford R Bryan, p. 178) Prior to the purchase, the railroad had been ordered by the Interstate Commerce Commission (ICC) to rebuild the Rouge River bridge in Dearborn, Michigan to provide lake access to Ford's Rouge River plant. Without the funding the railroad needed for their failing infrastructure, Henry Ford could not risk the bridge failing. When he purchased the railroad, he made numerous improvements to DT&I, including a 13½ mile Dearborn Branch built during 1922-23 to gain easier access to his Rouge River facility. <https://abandonedonline.net/location/detroit-toledo-ironton-railroad/> Tired of restrictions imposed by the ICC and realizing he could not control all of the railroads, he sold DT&I to Pennsylvania

Railroad for \$36 million in June of 1929, with an estimated net profit of \$9 million.

A letter written to James J. Davis, the U.S. Secretary of Labor from 1921-1930 under Presidents Harding, Coolidge, and Hoover, further emphasized Henry Ford's business approach. Ford stated "We bought the coal mines not because we wanted to go into coal mining but because we had to be assured of an uninterrupted supply of coal at a fair price. That assurance we could not have without ownership. A large business cannot permit itself to be at the mercy of an industry with frequent strikes, car shortages, and general instability." (Beyond the Model T: The Other Ventures of Henry Ford by Ford Richardson Bryan, p. 134).



Nuttallburg tipple structure was in great disrepair before being stabilized. Photo sourced from McMullan & Associates, Inc. , a structural engineering firm involved in the stabilization effort.

One of the most well-known coal mines was located in Nuttallburg, Fayette County, West Virginia. A little history about Nuttallburg: John Nuttall began buying land in the New River Gorge area along the Keeney's Creek drainage in 1870, getting his mining operation in place. By 1873, the Chesapeake & Ohio Railroad had expanded through the Gorge, and Nuttallburg then became the second mining town there to process and ship the coal. There were about 50 mine towns and camps that would soon exist

along both sides of New River to pull out the coal for the nation's northern industrial cities. Even after Nuttall's death in 1897, the mining town continued to thrive under the guidance of his heirs. Henry Ford leased the Nuttallburg operation in 1920 and operated it under the Fordson Coal Company. However, Ford sold his interest in the Nuttallburg mines in 1928 after realizing that he could not control or purchase the C&O Railroad, which was part of the shipping flow of the coal being produced. Rail car shortages, due to the numerous mines in the area, often caused mine shutdowns, which was a source of frustration for Ford's production processes. <https://intoruin.wordpress.com/2012/09/23/nuttallburg-wv-henry-fords-coal-experiment/>



Images posted by atomicimages on September 23, 2012 on <https://intoruin.wordpress.com/>

Nuttallburg tipple when in use and modern day preservation

Ford spent considerable amounts of money modernizing the Nuttallburg facilities. By 1924, a new tipple, used to load the railcars on the C&O, was built. This larger tipple had 3 tracks: an inner track for fine coal, a center one for intermediate coal, and the outer track for larger lump coal. During 1925-1926, the headhouse, at the mine's entrance above the town, had been reconstructed. After the loaded coal cars left the mine, they were weighed at the headhouse. The coal was then dumped and transferred on the new 1,385-foot long conveyor, also completed during that same timeframe. These investments increased production from 50,923 tons in 1921 to a 240,802 tons peak in 1925. The No. 1 mine, at Kenney's Creek and New River, opened in 1870. The No. 2 mine, which opened in 1874 at Short Creek, was shut down by Henry Ford by late 1922 for its lack of profitability. <https://abandonedonline.net/location/nuttallburg/>



The Pond Creek Coal Company founded the company town of Stone, Kentucky, in 1912 and named it for the company's chairman, Galen L. Stone. Henry Ford's Fordson Coal Company purchased the Pond Creek firm in 1922 to supply coal to Ford Motor Company. Fordson sold its Pond Creek properties to Eastern Coal Corporation in 1936.

Photo courtesy of The Henry Ford, <https://www.thehenryford.org/collections-and-research/digital-collections/artifact/317587>

There were three more operators of the Nuttallburg mines after Ford, but production

was limited to more local use as the market for New River coal declined, and eventually ceased in 1958. Ownership of Nuttallburg was transferred in 1998 by the Nuttall family to the National Park Service, and in 2005 was listed on the National Register of Historic Places. A multi-year preservation project of the National Park Service was completed in 2011 that included clearing vegetation and stabilizing structures. Nuttallburg is now considered to be not only one of the most intact coal mining complexes in West Virginia, but also one of the most complete coal-related industrial sites in the United States as per the NPS. One of the most impressive preservation works was the stabilization of the Ford-era coal tipple and its long conveyor structure. Coke ovens, that ceased operation when Ford took over in 1920, can also be seen when visiting the site. <https://www.nps.gov/neri/learn/historyculture/nuttallburg.htm>



Hardy Coal Mine Camp, October 1923, Photo courtesy of The Henry Ford

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/122745>

It had been rumored since 1922 that Henry Ford was interested in purchasing the Virginian and Wabash Railroads. Control of the Wabash Railroad would have given him access from Omaha and Kansas City to Toledo. In the [*Monday, October 9, 1922 issue #102 of The Norfolk Post*](#), it was suggested that acquiring

the Virginian would leave a gap of only 100 miles from Ironton, Ohio, the terminus of DT&I, to Deepwater in West Virginia, the terminus of the Virginian Railroad. Connecting the two lines would not have been considered a difficult task with such a short distance. Nuttallburg, along the New River, which flowed into the Kanawha River where Deepwater was located, also in Fayette County, would have benefitted, as well.

In September of 1922, the Interstate Commerce Commission began restricting shipments of coal for essential uses such as public utilities, food processing, and home heating. Without coal, the Highland Park plant and Ford's other facilities were shuttered. With Ford's powerful objections, rail cars of coal were delivering to automotive plants after a week. This led to the Fordson Coal Company incorporating in the early months of 1923 and making additional acquisitions of large tracts of land for more coal and lumber. Its central office was in Stone, Kentucky, with major operations in Kentenia, Stone, Nuttallburg and Twin Branch. With 16 separate mine sites involved, the combination made 600 million tons of coal available. It was recorded that the total shipments of March 1927 to the Ford Motor Company were 149,513 tons. With a surplus, Ford was able to make about a quarter of the coal supply available for commercial sale, as well as offering it to Ford employees in the Greater Detroit area at cost. In that same year, employees working the mines were said to have totaled almost 3,000. (Beyond the Model T: The Other Ventures of Henry Ford by Ford Richardson Bryan, pp. 134-136).

Mining companies preferred to keep their mining camps in unincorporated areas because the lack of governmental oversight would allow them to run the coal camps in their own patriarchal way. The camps had their own post office, schools, churches and company stores, maintaining power over most aspects of a

worker's life. The stores were an important part of the camp because workers were paid in tokens known as scrip, resembling coins with the mining company's stamp. These tokens were only accepted at face value at the company's stores. Some can still be found today for sale online. Miners were paid based on the amount of coal they had mined. In 1920, a miner would load an average of 15 tons per day.



General Store at the Fordson Coal Mine, Kentucky, 1922, photo courtesy of The Henry Ford

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/107599#slide=gs-489724>

It was quite an event when Henry Ford came to visit the Nuttallburg mines in October of 1921, making the news in the [Fayette Tribune](#).

Henry's son, Edsel, was in attendance, as well as his chief mining engineer and a geologist, among others. They dressed in overalls and proceeded to the area of the mines where the workers were, about 3 miles, with some crawling occasionally necessary in order to reach the men. Ford was there to observe every phase of the mining operation, from beyond the production and working conditions to their home lives as well. As was common with Ford's somewhat overbearing paternalism, he "visited the miners' homes, saw their wives cooking, inspected the play grounds and schools provided by his company for the children and inquired both of men and of officers as to the general morale and working spirit of the miners." He was quoted on this trip as having said, "I made the trip to my West Virginia holdings to learn the exact working conditions of my miners. I was curious to see how coal was produced: how it looked down in the bottom of the mine: how the miners lived and ate and played. I am satisfied with the conditions as I found them." Henry Ford and Nuttall Mine Visit, *Fayette Tribune*, October 20, 1921.



Nuttallburg tipple and conveyor

<https://abandonedonline.net/location/nuttallburg/>

However, labor uprisings were common in the Appalachian coal region. Ford's approach was to improve the living conditions of the camps and increase wages about 25% higher than average. Movie theaters, medical care, hard-surfaced roads, and orchards were among

some of the items that Ford instituted, as well as 11 low-priced commissaries throughout the mining camps. Putting these ideas in place was costly, and the Fordson Coal Company operations were not extremely profitable. Knowing that, along with indications that workers were again attempting unionization, Ford began leasing or selling its coal-related properties beginning in 1932, although there are financial records of the company through 1942. With coal mining becoming more regulated by the federal government and the Ford Motor Company disposing of unprofitable properties towards the end of World War II, the Fordson Coal Company would cease to exist. (Beyond the Model T: The Other Ventures of Henry Ford by Ford Richardson Bryan, pp. 136-138).

Robison Elementary Founders day is Friday April 16th.

The address is 17100 Robison Woods Road, Cypress, TX 77429. Hope we can have 3 to 4 Model T's and Professor Doug Brough! Please contact Bill Sherrill at (713) 299-0042 or email bsherrill@secoindustrial.com



Mecum Houston Collector Car Auction Returns to NRG Center April 8-10

*2021 Marks Mecum's 10th Anniversary Auction in
Houston*

General admission tickets are available in advance online for \$20 per person, per day until Wednesday, April 7, and for \$30 online after April 7; while tickets will be available for purchase on auction days, all tickets must be purchased online as there will be no box office on-site. Children 12 and younger receive complimentary admission. Doors

open daily at 8 a.m. with the vehicle auction beginning at 10 a.m.

James B. Haney
Sunday, March 7, 2021



Retired Senior Police Officer James B. Haney passed away on Sunday, March 7, 2021, at the age of 88. He is preceded in death by his father, retired Lieutenant Charles W. Haney. He is also the father of retired Sergeant James B. Haney Jr. who was last assigned to the Burglary and Theft Division until his retirement on March 28, 2015. Officer Haney, who was also a Veteran of the United States Air Force, joined the Houston Police Department on September 14, 1959, Academy Class #22. During his career with the department, he was assigned to the Special Operations Division, Central Division and the South Central Division until his retirement on February 9, 2002. A Space City T's of Houston club donation of \$75 will be made to the MTFCA museum in his honor.



SEALY SPRINGTIME TOUR

BY ROSIE STOKLEY & BRUCE CARTER

Preparations are ongoing for the planned one-day tour from Katy to Sealy and return on Saturday, April 24, 2021. The tour will include participating in the first annual event sponsored by the Sealy Chamber of Commerce at the Texas Premier Sporting Arms facilities at 7311 Hwy 36S. The event consists of a car show, chili cook-off, food trucks and clay shooting contest at the large, open area and pavilion. Rosie and Bruce have reviewed the 92 mile route consisting mostly of open country roads and an alternate shorter return route (36 miles). A draft of the direction booklet has been compiled. Rosie will gain access for trailer parking in Katy at the West Memorial Elementary School. Plans also include an additional "Pit Stop" in Monaville, Texas during the return for gas and refreshments if desired. A 9:00am sharp departure time from Katy has been agreed upon. A "vulture" wagon will be available for support. **A headcount is necessary, so those interested in participating are requested to call Rosie before April 14th at (832) 444-9927 or (281) 574-7805. Please leave a message.**



First Ever "Springtime in the Country"

Join us at the first ever Clay Shoot, Car Show and Chili Cook Off in
Sealy, Texas for an all day event

Location: Texas Premier Sporting Arms

311 Hwy 36 South, Sealy, TX 77474

For information: www.sealychamber.com

Clay Shoot Tournament - 1:30 to 6 pm
Event Date: Saturday, April 24, 2021



Car Show - 9 am - 1 pm

Event Location: Texas Premier Sporting Arms



SEALY CHILI DILLY
COOK-OFF

9 am - 1 pm



Vendors, Food and Fun! An ALL DAY EVENT! MORE details to COME...



SEALY
CHAMBER
OF COMMERCE

Texas T Party 2021

Wednesday September 29 - Sunday October 2

Temple, Texas



TOUR INFORMATION

2021 Texas T Party Tour Application

Click the "2021 Texas T Party Registration Form" link below for the tour application. **Please, please, please fill it out on your computer**, then print it out to mail it to the address supplied at the bottom of the form along with your payment.

CLICK : [2021 Texas T Party Registration Form](#)

PLEASE FILL OUT THE FORM ON YOUR COMPUTER BEFORE PRINTING IT OUT

**PLEASE SUBMIT YOUR APPLICATION BY
AUGUST 31, 2021**

**FORD MODEL T SAFETY INSPECTION
FORM - *Required***

Please click the "MTFCA Model T Safety Inspection Form" linked below for the mandatory inspection form you must submit in order to participate on this tour in your Model T.

DO NOT MAIL THIS FORM with your tour application and payment. Please print it out and

complete it and then bring it with you when you register in person at the tour

CLICK : [MTFCA Model T Safety Inspection Form](#)

HOTEL INFORMATION

The 2021 Texas T party will be based at the **Hilton Garden Inn**, located in the medical center area of the Temple Medical Center area. A special "T Party Tour Rate" of \$110 per night has been negotiated for tour participants. The hotel is committed to providing 80 of their 130 rooms at this rate. It may go over this quota depending on demand from other customers, so act quickly. The hotel is pet friendly but does require a \$50 non-refundable deposit.

**Hilton Garden Inn
1749 Scott Blvd
Temple, TX 76504
PH. (254) 773 0200**

CLICK HERE TO ACCESS THE HOTEL'S WEB
SITE : [Hilton Garden Inn](#)

No secondary hotel has been reserved at this time. Information on this subject may be added at a later date, depending on the need.

TRUCK & TRAILER AND RV PARKING INFORMATION

Due to space limitations at the hotel, all tour participants are requested to park their trailers at the "Frank W. Mayborn Civic and Convention Center", located five miles from the hotel. Information about the best route for Model Ts between the two locations will be provided in due course. Parking for trailers is free and the convention center provides 24 hour security at this location. People planning to attend the tour in an RV may also use the convention center, or find another location themselves. Parking at the convention center for RVs is \$15 a night. There are electrical hook-ups, and fresh, clean water. Please note the convention center does not have facilities for the disposal of "gray water" and septic tank material. The address is provided here:

**FRANK W. MAYBORN CIVIC &
CONVENTION CENTER
3303 N. 3rd Street, Temple TX 76501**

2021 Texas T Party - TOUR OUTLINE

Wednesday September 29, 2021

We will do a short afternoon tour around the historic parts of the city of Temple. A guide will be provided. Then we will head to the "Dead Fish Grill" restaurant on Belton Lake, about 10 miles from the base hotel. Planned arrival time around 6 PM. Meal is included in tour package. Drinks from the bar will be at your own expense.

Thursday September 30, 2021

This will be the official tour picture day. We will drive 45 miles to the Heritage Farm in Waco, Texas. We will be served coffee and donuts upon arrival. Cars will line up near old time water mill building for the official tour picture. After that, tour participants can wander the facility where there are all kinds of craft activities, such as a blacksmith, a pottery complete with kilns, wood-working, fiber-crafts - knitting, weaving, sewing, and a full wood working shop where they make everything from canoes to fine furniture. Lunch (included in the tour

package) to be served at tables in the open air. Just about all the activities at the Heritage Farm use materials found, grown or raised on the own property, including the wood, the wool and the food that they will be serving. After lunch, people can stay on at the farm. There is a lot more to see including a magnificent scenic overlook, or go into Waco to see Magnolia Silo shopping facility made famous by the "Fixer-Upper" HGTV show hosted by Chip and Joanna Gaines. There is also the nearby Dr. Pepper museum, or folks can simply head back to Temple.

Friday October 1, 2021

The goal of this day's touring is to reach Rosebud, Texas, about 35 miles to the east of Temple. We won't be taking the direct road, but rather more attractive and T suitable back roads. There will be a number of stops in some charming locations along the way. Lunch will be provided as part of the tour package. In the evening, we have been invited to participate in the city's monthly "First Friday" activities. All the streets near the court house will be closed to traffic except for our Model Ts. Tour participants may take part at no cost, which is the best parking. There will be all kinds of activities - craft booths, history tours, music and food trucks.

Saturday October 2, 2021

Our first port of call will be a two hour visit to the Temple Railroad Museum, which is having a day of family oriented events. A select few of our Ts will be allowed to park immediately in front of the historic station. The rest will be on the street which will be closed to regular traffic during our stay. We will then go over to the well known annual "Texas Early Day Tractor and Engine Show." If the show gets canceled, we will try to find another destination, such as Mother Neff State Park.

Sunday October 3, 2021

A light breakfast will be provided as part of the tour, then everyone should head on home. There are no formal tour related activities on this day.

The Flivver Flash is published by the Space City T's chapter of the Model T Ford Club of America in Houston, Texas twelve times per year. This newsletter is produced for the education and enjoyment of members and those expressing interest in joining the Space City T's. Said education and enjoyment is as it pertains to the Model T Ford automobile. The Flash is also shared with other antique auto clubs. Other clubs may use articles from this publication with credit to this newsletter or the original source. News, articles, ads or anything of interest to the club must be submitted to the editor by the 20th of the month preceding the month of publication. Emailing takes place the last week of the month. Annual dues are \$25 per year.

2021 Space City Club Officers and Board Members

President	Dave Lucas	281-388-0761
Vice President	David Carter	713-875-1049
Secretary	Bruce Carter	713-703-2958
Treasurer	Jerry Smith	281-461-9906
Board Member	Nancy Carter	713-412-0880
Board Member	Bobby Wright	409-771-5548
Board Member	Anthony J. Marino	281-482-4156

THE FLIVVER FLASH

Anthony J. Marino
302 Torrey Court
League City, TX 77573
281-482-4156

email: modelt@spacecityts.org

2022 Officer Nominations

Please communicate your 2022 club officer nominations to Dave Lucas at (713) 299-3059 or daverlucas@yahoo.com.

New Members Wanted

Please visit our [Space City T's of Houston Texas web site](#). If interested in becoming a member, please provide your name, address, mobile phone, & email, and make a \$25 check payable to **Space City T's**.

Please mail your information and check to the Treasurer at:

Jerry Smith
13723 Llano Lake Court
Houston, TX 77059

A special "Thank You" to all club members who paid their 2021 dues!

The Space City T's Club is the Houston, Texas chapter of the Model T Ford Club of America. All questions concerning membership, The Vintage Ford magazine, the MTFCA library, chapter insurance, purchase of manuals, back magazine issues, or store items can be directed to the following:

Model T Ford Club of America

309 N. 8th Street, PO BOX 996
Richmond, IN 47375-0996
Phone: 765-855-5248

Email: rachel@mtfca.com

\$40 annual dues includes six issues of the Vintage Ford
Join MTFCA at: www.mtfca.com

FLIVVER FLASH INPUTS NEEDED

Do you have something to share? A barn find, funny or not so funny Model T stories? Tour photos, or articles about Model T's? Your Model T acquisition stories, restoration photos or swap meet finds? A special interest article?

Please email ads, articles, photos, stories, etc. etc. to: topkick7@outlook.com

For Sale: 1929 Model A Boat-Tail Speedster



2016 Keels & Wheels pics

'Boat-tail' is from two 1947 International pickup hoods, 4 cylinder Model A motor with Stromberg downdraft carburetor, & modern intake manifold, Kelsey 16" bent spoke wheels, and rebuilt electrical system.

\$10500 OBO

Anthony J. Marino
832-607-8528 mobile or
281-482-4156 home,
leave a message or
topkick7@gmail.com



ANTIQUE AUTO
MODEL A & MODEL T SPECIALIST

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979.218.4083
WWW.MRMODELT.COM

Next Meeting Cancelled

April 14, 2021



**Dine with Friends at
Demeris BBQ at 6:00 P.M.**

located at

**1702 West Loop North,
Suite A, Houston, TX 77008**

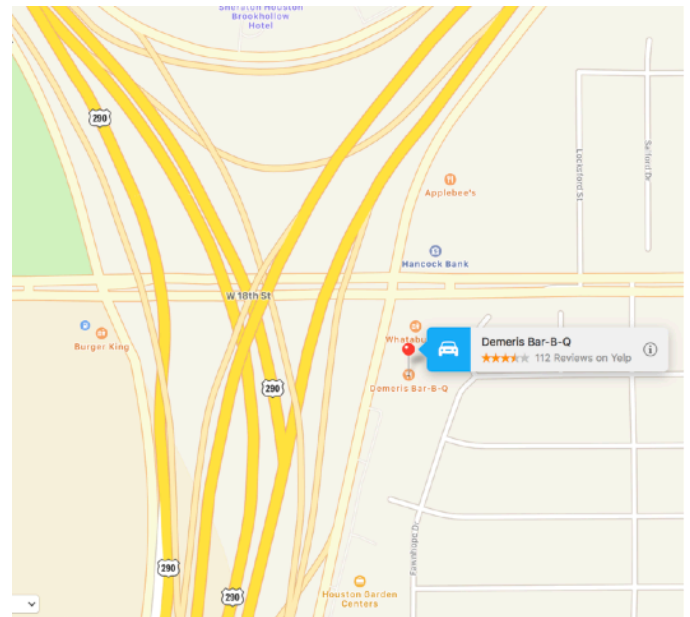
**Then attend the
Space City T's Meeting at 7:30 P.M.**

Place:

**Lazy Brook Baptist Church
—1822 West 18th Street in the
Heights**

Website: www.spacecityts.org

Email: modelt@spacecityts.org

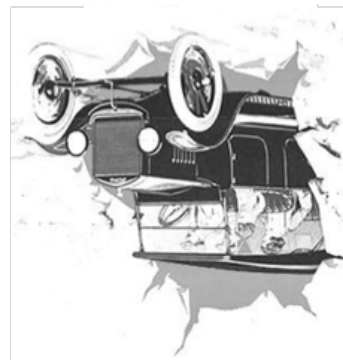


Directions to Demeris BBQ

From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be immediately on the right after Houston Garden Nursery.

From the west on Highway 290, exit at Mangum and turn right to 18th Street. At 18th, turn left, cross under West Loop and turn into the Whataburger parking lot on the right. Proceed to Demeris BBQ after the Whataburger.

From the north on I-45, take the 610 North Loop West around to the I-610 West Loop South to the Hempstead Highway exit. Make a U-turn under I-610 and proceed north on the frontage road to just before 18th Street, Demeris BBQ will be on your right after Houston Garden Center.



First Class Mail



Space City T's of Houston
Anthony J. Marino
302 Torrey Court
League City, Texas 77573

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